

**IN THE SPECIFICATION:**

Please amend the specification, as follows:

Please amend paragraphs 4-6, as follows:

Some engine governors use the throttle command to control the engine speed. For example, depressing the throttle pedal fifty percent (50%) of its full range of travel results in a desired engine speed of fifteen hundred (1500) revolutions per minute ("rpm's"). This type of engine governor avoids the run up problem mentioned above since engine speed is regulated, but has its own disadvantages. For example, when an on-highway truck using the engine governor that controls engine speed experiences a transmission upshift, the resulting change in engine speed will cause an undesired change in the engine output, since the governor will apply fuel to regain the engine speed lost during the upshift. This application of fuel results in an unfavorable "surge" of power on all upshifts.

Further, engine governors that control engine power are generally mutually exclusive with those that control engine speed. Typically the quantity of fuel needed at a given moment to control engine power is different than the quantity of fuel needed to control engine speed. Thus, a manufacturer of engine controls must choose between the two types of engine governors, including their inherent advantages and disadvantages.

**Summary of the Invention**

The present invention provides apparatuses and methods for processing a signal in a moveable vehicle having an engine. A first combustion governor receives a first control signal and transmits a first governor signal operable to control an engine speed of the engine as a function of the first control signal. A second combustion governor receives the first control signal and [[to]] transmits a second governor signal operable to control an engine power production of the engine as a function of the first control signal. A first sensor determines a first characteristic of the vehicle and transmits a first selecting signal as a function of the first characteristic. A governor-selecting device is coupled with the sensor to receive the first selecting signal. The governor-selecting device performs at least one of the following: receives the first control signal and transmits the first control signal to one of the first and second combustion governors as a function of the first selecting signal; and is

coupled with at least one of the first and second governors to receive at least one of the first and second governor signals, and transmits one of the first and second governor signals as a function of the first selecting signal.

Please amend paragraph 11, as follows:

Figure 1 shows a block diagram of an apparatus 10 for processing a signal in a moveable vehicle (not shown) having an engine (not shown) according to one embodiment of the invention. The apparatus 10 typically includes a first sensor 12 that detects or determines a first characteristic of the vehicle and transmits a first selecting signal SELECT1 as a function of the first characteristic. This first characteristic may be any of a variety of vehicle characteristics or conditions known to those skilled in the art. For example, the sensor may detect or determined determine whether the vehicle is in motion, such as by detecting wheel movement, whether a parking brake is set, whether a transmission of the engine is [[a]] in neutral, or a variety of other characteristics known to those skilled in the art upon which a governor selection may be dependent, as is explained below or is known to those skilled in the art.

Please amend paragraph 22, as follows:

In contrast, the engine speed governor 20 typically regulates the speed of the engine as a function of the first control signal CONTROL1 by ways known to those skilled in the art. For example, each discrete value of the first control signal will produce a second fuel signal FUEL2 from the engine speed governor 20 indicative of a desired quantity of fuel to be delivered to the combustion chamber of the engine. This desired fuel quantity will be calculated to produce a particular engine speed, e.g., a fifty percent (50%) throttle signal will produce an engine speed of fifteen hundred (1500) rpm.

Please amend paragraph 33, as follows:

In an alternative equivalent embodiment, only one of the governors 18, 20 may be activated so that only the activated governor 18, 20 transmits its respective fuel signal FUEL1, FUEL2. This may be accomplished, for example, by only delivering power to the governor that is [[too]] to be activated or jumping to the portion of software that contains the

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appropriate governor as a function of at least one of the selecting signals SELECT1, SELECT 2.